



**ASSOCIATION of  
GOVERNMENTS**

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**Orange County Transportation Authority:** Lou Correa, County of Orange

**Riverside County Transportation Commission:** Robin Lowe, Hemet

**Ventura County Transportation Commission:** Keith Millhouse, Moorpark

11.14.06

## MEETING OF THE

# TRANSPORTATION CONFORMITY WORKING GROUP

**Tuesday, April 24, 2007  
10:00 a.m. – 12:00 p.m.**

**SCAG Offices  
818 West 7<sup>th</sup> Street, 12<sup>th</sup> Floor  
Conference Room – Riverside A  
Los Angeles, CA 90017  
213.236.1800**

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jonathan Nadler at 213.236.1884 or [nadler@scag.ca.gov](mailto:nadler@scag.ca.gov)

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# Transportation Conformity Working Group

## AGENDA

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		PAGE #	TIME
1.0	<b><u>CALL TO ORDER</u></b>	Brad McAllister, Metro	
2.0	<b><u>PUBLIC COMMENT PERIOD</u></b> Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.		
3.0	<b><u>CONSENT CALENDAR</u></b>		
3.1	<u>Approve Minutes of March 27, 2007 Meeting Attachment</u>	1	
4.0	<b><u>INFORMATION ITEMS</u></b>		
4.1	<u>RTP Update</u>	Naresh Amatya, SCAG	10 minutes
4.2	<u>RTIP Update</u>	John Asuncion, SCAG	10 minutes
4.3	<u>Modeling Validation</u>	SCAG	30 minutes
4.4	<u>AQMP Update</u>	SCAQMD, VCAPCD, SCAG	30 minutes
4.5	<u>Review of PM Hot Spot Interagency Review Forms Attachment</u>	TCWG Discussion	7 30 minutes

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of the  
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS'**

**March 27, 2007  
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**THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.**

The Transportation Conformity Working Group held its meeting at the SCAG office in Los Angeles.

**In Attendance:**

Alcock, Joe	SCAG
Amatya, Naresh	SCAG
Asuncion, John	SCAG
Ayala, Rosemary	SCAG
Del Rosario, Sheryll	SCAG
Huddleston, Lori	Metro
McAllester, Brad	Metro
Nadler, Jonathan	SCAG
Poe, Lisa	SANBAG
Sells, Eyvonne	SCAQMD
Sherwood, Arnie	ITS UC Berkley/SCAG
Walecka, Carla	Transportation Corridor Agencies
Williams, Leann	Caltrans District 7

**Via Teleconference:**

Alameddine, Sam	Caltrans District 7
Brady, Mike	Caltrans Headquarters
Behtash, Arman	Caltrans District 12
Danrath, Garrett	Caltrans District 7
Ewing, Andrew	Caltrans District 7
Fagan, Paul	Caltrans District 8
Gallo, Ilene	Caltrans Headquarters
Kosinski, Ron	Caltrans District 7
Mazur, Jean	FHWA

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**1.0 CALL TO ORDER**

Brad McAllester, Chair, called the meeting to order at 10:04 a.m.

**2.0 PUBLIC COMMENT PERIOD**

Arnie Sherwood, ITS UC Berkley/SCAG, announced that he was teaching a 1-day conformity course on March 29<sup>th</sup> from 8 a.m. to 5 p.m. at the Ayres Hotel, 325 Bristol St., Costa Mesa. For those interested, seats are still available. Please contact Mr. Sherwood for more information.

**3.0 CONSENT CALENDAR**

**3.1 Approval Item**

**3.1 Approve February 27, 2007 Meeting Minutes**

**Item 4.3, TCM Update:** This incorrectly identifies Jean Mazur as AQMD staff. This should be FHWA.

**Roster-Via Teleconference:** Ilene Gallo, Caltrans Headquarters, asked that the spelling of her first name be corrected.

Chair McAllester made a MOTION to MOVE the minutes. MOTION was SECONDED and UNANIMOUSLY approved.

**4.0 INFORMATION ITEMS**

**4.1 RTP Update**

Naresh Amatya, SCAG, updated the committee on a new Amendment to the 2004 RTP involving Corridor Mobility Improvement Account (CMIA) projects. In November of 2006, the voters of California approved Proposition 1B, a \$20 billion state bond measure to support transportation infrastructure improvements throughout the state. \$4.5 billion was set aside from Measure 1B for the CMIA program, which focuses on improving mobility, connectivity and safety on major California highways. The

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California Transportation Commission (CTC) adopted the funding program for CMIA projects on February 28, 2007.

Mr. Amatya explained that projects that are funded through the CMIA program must be consistent with the existing Regional Transportation Plans. While most of the projects that were approved for funding under this program came out of SCAG's current 2004 RTP, there were a couple of new projects and several that have minor changes in project scope, cost or schedule, thus necessitating an amendment to the 2004 RTP. In addition to those changes, SCAG also received several amendment requests from Caltrans and the county transportation commissions to accommodate other time sensitive project changes.

Staff plans on taking the Amendment to the TCC in May and requests that the Committee authorize staff to release a draft of the Amendment and get it adopted by the end of June. The proposed Amendment will be submitted to FHWA for certification under the pre-SAFETEA-LU statute since the 2004 RTP does not currently conform to the requirements of SAFETEA-LU. The statutory deadline to make changes to the current RTP under the old statute is July 1, 2007. Therefore, SCAG must adopt and submit this amendment to FHWA prior to this date. In order to meet this deadline, a draft of this Amendment must be released for a 30-day Public Review by early May.

Arnie Sherwood, ITS UC Berkley/SCAG, raised one concern. Mr. Sherwood stated that in a meeting with Sue Kaiser, FHWA, the deadline for submittal was June 1<sup>st</sup>, not July 1<sup>st</sup>, 2007. Mr. Amatya said he would work with Ms. Kaiser to verify the actual date of submittal.

#### **4.2 RTIP Update**

John Asuncion, SCAG, stated that the RTIP Gap Analysis was currently in its 30-day public review period, which ends on Friday, March 30<sup>th</sup>. SCAG will seek approval from the Regional Council (RC) on April 5<sup>th</sup>. Staff will then transmit the analysis to the federal agencies for their approval.

Staff is also in the process of reviewing approximately 500 projects from all 6 counties. The process will be split into three parts: 1) administrative; 2)

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formal; and 3) CMIA/STIP augmentation. The deadline to submit this to Caltrans and FHWA is June 1.

Mr. Asuncion confirmed that RTIP Amendment #4 was approved Monday, March 26, 2007.

**4.3     AQMP Update**

Eyvonne Sells, SCAQMD, announced the schedule for the Regional Public Hearings for the 2007 South Coast AQMP. The hearings will be held throughout the 4 counties as follows:

<b>Tues., April 17, 2007 - 9:30 a.m.</b> Riverside Convention Center 3443 Orange Street - Riverside, CA	<b>Thurs., April 19, 2007 - 9:30 a.m.</b> San Fernando Council Chambers 117 N. Macneil Street - San Fernando, CA
<b>Tues., April 17, 2007 - 2:00 p.m.</b> San Bernardino County Department of Behavioral Health 850 E. Foothill Boulevard - Rialto, CA	<b>Thurs., April 19, 2007 - 2:00 p.m.</b> Long Beach Public Library Auditorium 101 Pacific Avenue - Long Beach, CA
<b>Wed., April 18, 2007 - 9:30 a.m.</b> Santa Ana Council Chambers 22 Civic Center Plaza - Santa Ana, CA	<b>Fri., May 4, 2007 - 9:00 a.m.</b> AQMD, Auditorium 21865 Copley Drive - Diamond Bar, CA

Written comments will be accepted for the April 17 hearings until April 7. The deadline for written comments for the April 18<sup>th</sup> hearing is April 8. The deadline for written comments for the April 19 hearings is due April 9.

The Draft 2007 South Coast AQMP is scheduled to be considered for adoption by the SCAQMD Governing Board on May 4<sup>th</sup> at 9:00 a.m., at SCAQMD headquarters in Diamond Bar. The deadline for comments is April 24.

Jonathan Nadler, SCAG, announced that there will be a workshop on the AQMPs being prepared by the air districts in the SCAG region on April 5 (9:30 a.m.) at SCAG headquarters. SCAG staff has invited representatives of the local air districts of the SCAG region and ARB to give presentations

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to the SCAG Regional Council and Policy Committees. A question and answer period will follow the discussion.

**4.5    Review of Qualitative PM Hot Spot Analysis**

The TCWG considered one project for discussion, Qualitative PM Hot Spot Analysis Review for the I-5 HOV Widening Project (LA0D73 and 10167). Arnie Sherwood stated that the analysis discusses several project alternatives, but not a Locally Preferred Alternative. Mr. Sherwood stated that a Preferred Alternative must be selected and modeled in the RTP prior to FHWA conformity determination. Mr. Sherwood asked if performing a Qualitative PM Hot Spot Analysis Review was premature if the Preferred Alternative has not been selected.

Ron Kosinski, Caltrans, responded that the preferred alternative is currently being discussed. FHWA believes it will be selecting the 10-Lane Alternative, which is consistent with the RTP. Mr. Sherwood responded if the Preferred Alternative is included in the existing RTP, then FHWA can provide conformity determination. However, if the Preferred Alternative is not in the existing RTP, an RTP Amendment may be required.

A determination of the adequacy of this qualitative hot spot analysis is still pending review from Mike Brady (Caltrans), Jean Mazur (FHWA), and Karina O'Connor (EPA), who were not in attendance for this portion of the meeting. Jonathan Nadler, SCAG, stated that he would initiate a "virtual" subgroup review, next week, to determine if the document is acceptable for NEPA circulation.

**4.6    Review of PM Hot Spot Interagency Review Forms**

The TCWG considered one interagency review form to determine whether the project was of air quality concern and required a qualitative PM Hot Spot analysis. The review concluded the following:

ORA020108 – hot spot analysis not required

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**5.0    CHAIR'S REPORT**

No new items to report.

**6.0    INFORMATION SHARING**

The Statewide Conformity Working Group will be held May 23 at the SCAQMD headquarters in Diamond Bar. There will be a shuttle service from the Ontario Airport to the meeting. Assistance for hotel accommodations will be provided by the SCAQMD. Eyvonne Sells, SCAQMD, will be the primary contact person. Her contact information is as follows:

Eyvonne Sells  
SCAQMD  
Phone: 909.396.3287  
E-mail: esells@aqmd.gov

**7.0    ADJOURNMENT**

Brad McAllester, Chair, adjourned the meeting at 11:10 p.m.

**The next Transportation Conformity Working Group meeting will be held on  
Tuesday, April 24, 2007 at the SCAG office in Los Angeles.**



## PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Project Description</b> <i>from TIP, RTP, and/or project documents</i>		RTIP ID#: 0RA020110	
On Route 405, between Magnolia St and Beach Blvd, construct one auxiliary lane on each direction of traffic.			
<b>Type of project</b> <i>see list below</i>			
Change to existing State Highway			
<b>County:</b> Orange	<b>Narrative Location/Route &amp; Postmiles:</b> Between Magnolia St and Beach Blvd on Route 405, PM 15.4/16.3  <b>Caltrans Projects – EA#:</b> 12-0A7621		
<b>Lead Agency:</b> Caltrans			
<b>Contact Person</b> Fred Faizi	<b>Phone#</b> (949) 724-2145	<b>Fax#</b> (949) 724-2159	<b>Email</b> fred_faizi@dot.ca.gov
<b>Decision Desired</b> <i>Check appropriate box below</i>			
<b>PM2.5</b>	<input type="checkbox"/>	<b>MAYBE Project of Air Quality Concern</b>	<input type="checkbox"/>
<b>PM10</b>	<input type="checkbox"/>	<b>MAYBE Project of Air Quality Concern</b>	<input type="checkbox"/>
<b>Federal Action for which PM Analysis is Needed</b> <i>Check appropriate box and describe in Comments below</i>			
<input type="checkbox"/> <b>Categorical Exclusion (NEPA)</b>	<input type="checkbox"/> <b>EA or Draft EIS</b>	<input type="checkbox"/> <b>FONSI or Final EIS</b>	<input checked="" type="checkbox"/> <b>PS&amp;E or Construction</b>
<input type="checkbox"/> <b>Other</b>			
<b>Scheduled Date of Federal Action:</b>			
<b>Current Programming Dates</b> <i>as appropriate</i>	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>
<b>Start</b>	7/1/02	6/30/03	4/1/05
<b>End</b>	6/30/03	11/8/06	11/28/06
<b>CON</b>			
12/1/09			
<b>Project Purpose and Need (Summary):</b> <i>Attach additional sheets as necessary</i>			
<p>The existing Level of Service (LOS) for the northbound and southbound I-405 between Magnolia Street and Beach Blvd is E and F respectively. The four mixed flow lanes and one HOV lane facility in each direction of traffic provides service to motorists entering and exiting the freeway by allowing weaving into No. 4 lane. This impacts the overall operation of the freeway and slows the movement of traffic at the peak hours due to the increasing number of vehicles entering and exiting the freeway.</p> <p>Providing a northbound auxiliary lane from Magnolia Street on-ramp to Newland St overcrossing, which will be connected to the existing auxiliary lane that has been constructed under Contract No. 12-0A7614, and a southbound auxiliary lane from Beach Blvd on-ramp to Magnolia Street off-ramp will transfer the weaving, occurring in the northbound and southbound No. 4 lanes, to the proposed auxiliary lanes and it will provide an adequate distance for the traffic entering the freeway to accelerate and obtain freeway speeds before weaving onto No. 4 lanes. The traffic exiting the freeway can enter the auxiliary lanes before decelerating and likewise not impacting the movement of the through freeway lanes. This will result in an improved LOS for this segment of I-405 from E and F to B and C for northbound and southbound traffic respectively. These improvements will have a positive impact on the traffic flow, specifically during the peak hours, to improve weaving and reduce congestion.</p>			

<b>Surrounding Land Use/Traffic Generators</b> (especially effect on diesel traffic)
Residential
<b>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year)</b> Not Available
<b>Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year)</b> Build LOS: B (for NB 405) & C (for SB 405) No Build LOS: E (for NB 405) & F (for SB 405) ADT: 239,000 veh/day % Trucks: 7%
<b>If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)</b> N/A <b>If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):</b> N/A
<b>Describe potential traffic redistribution effects of congestion relief</b>  There will be no potential traffic redistribution effects as a result of this project. By adding an auxiliary lane on each direction, the traffic flow during the peak hours will improve which will allow the traveling vehicles operate at higher speeds and therefore, it will reduce the engine emissions.
<b>Comments/Explanation/Details</b> <i>Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate</i>

**TYPE OF PROJECT:**

<i>New state highway</i>	<i>Change to existing state highway</i>
<i>New regionally significant street</i>	<i>Change to existing regionally significant street</i>
<i>New interchange</i>	<i>Reconfigure existing interchange</i>
<i>Intersection channelization</i>	<i>Intersection signalization</i>
<i>Roadway realignment</i>	
<i>Bus, rail, or inter-modal facility/terminal/transfer point</i>	
<i>Truck weight/inspection station</i>	
<i>At or affects location identified in the SIP as a site of actual or possible violation of NAAQS</i>	

**REFERENCE:**

**Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM<sub>10</sub> and PM<sub>2.5</sub> Hot Spots**

- (i) *New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- (ii) *Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- (iii) *New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- (iv) *Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- (v) *Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>10</sub> or PM<sub>2.5</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*

<b>RTIP ID#</b> <i>(required)</i> SBD031315				
<b>Project Description</b> <i>(clearly describe project)</i>  The City of Ontario (City) proposes to widen an approximate 3.46-kilometer (km) (2.15-mile [mi]) segment of Mission Boulevard from four to six lanes (one additional lane in each direction) between Archibald Avenue and Haven Avenue in the City of Ontario, County of San Bernardino, California. The proposed Mission Boulevard Widening project would increase traffic capacity and improve safety within the project limits.				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Change to existing regionally significant street				
<b>County</b> San Bernardino		<b>Narrative Location/Route &amp; Postmiles</b> Mission Boulevard (3.46 km [2.15 mi])  <b>Caltrans Projects – EA#</b> 08-924850		
<b>Lead Agency:</b> City of Ontario				
<b>Contact Person</b> Michael Blomquist	<b>Phone#</b> 909-395-2128	<b>Fax#</b> 909-395-2121	<b>Email</b> mblomqui@ci.ontario.ca.us	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> PM2.5 x       PM10 x				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
CATEGORICAL EXCLUSION (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	OTHER
<b>Scheduled Date of Federal Action:</b> April 2008				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
<b>Start</b>	Feb 2007	Jan 2008	Apr 2008	Jun 2008
<b>End</b>	Apr 2008	Apr 2008	Jun 2008	Dec 2008

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

**Purpose**

The purpose of the proposed project is to reduce congestion, improve traffic operations, and improve safety. To meet project goals, Mission Boulevard will be widened from four to six lanes from Archibald Avenue to Haven Avenue; left-turn and deceleration lanes will be added; drainage will be improved to eliminate water ponding and flooding in the westbound lanes; sight distance will be improved by raising the elevation of the Mission Boulevard westbound lanes and removing the dip at the UPRR crossing at Archibald Avenue; and driving hazards will be reduced, sight distance will be improved, and roadway maintenance will be reduced by removing eucalyptus trees as needed along the northern shoulder of westbound Mission Boulevard.

**Need**

The proposed Mission Boulevard Widening project is needed to increase traffic capacity and improve safety within the project limits. Archibald Avenue and Haven Avenue are major transportation corridors that traverse key industrial and goods distribution centers east and south of Ontario International Airport and provide a link to air cargo hubs for carriers such as UPS, Ontario's Foreign Trade Zone No. 50-1, and goods distribution routes such as I-10 and SR-60. Foreign Trade Zone No. 50-1 is a major hub and distribution center for goods destined from Los Angeles International Airport and the ports of Los Angeles and Long Beach to inland California. Therefore, Mission Boulevard, from Archibald Avenue to Haven Avenue, provides a vital link for the movement of goods in the region.

Mission Boulevard is currently experiencing heavy traffic volumes. The existing capacity on the project segment of Mission Boulevard will be insufficient to handle projected future traffic volumes at acceptable levels of service. Needed improvements include additional travel lanes, left-turn lanes, deceleration lanes, and modifications to improve safety.

At some locations within the project limits, the westbound lanes of Mission Boulevard are at a lower grade than the eastbound lanes, creating drainage and sight-distance problems. The north side of Mission Boulevard ponds water in many areas and some westbound lanes experience flooding. Also contributing to sight-distance problems are the eucalyptus trees along the shoulders of the westbound lanes, which are close to the roadway and cause hazards from frequently dropped limbs. There is also an existing sight-distance problem caused by the dip in the roadway on Archibald Avenue at the at-grade railroad crossing immediately north of the intersection with Mission Boulevard.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*

The Union Pacific Railroad (UPRR) borders the Mission Boulevard Widening project site to the north. Industrial and airport-related developments surround the project site to the north and the south. A Metrolink station is located north of Mission Boulevard and west of Haven Avenue. There are no sensitive land uses located within the proposed project area.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard East of Archibald Avenue	No Build	2010	20,070	2,344 (11.7%)	C
	Build	2010	21,434	2,628 (12.3%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard West of Haven	Existing	2010	21,214	2,486 (11.7%)	C
	Build	2010	22,760	2,789 (12.3%)	C

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard East of Archibald Avenue	No Build	2030	43,000	7,766 (18.1%)	D
	Build	2030	51,176	9,469 (18.5%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Mission Boulevard West of Haven	Existing	2030	46,484	7,893 (17.0%)	C
	Build	2030	55,767	9,711 (17.4%)	C

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue North of Mission Boulevard	No Build	2010	14,684	1,718 (11.7%)	C
	Build	2010	14,684	1,718 (11.7%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue South of Mission Boulevard	No Build	2010	15,405	1,802 (11.7%)	C
	Build	2010	15,530	1,817 (11.7%)	C

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue North of Mission Boulevard	No Build	2030	39,897	7,221 (18.1%)	D
	Build	2030	39,897	7,221 (18.1%)	C

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Archibald Avenue South of Mission Boulevard	No Build	2030	41,650	7,539 (18.1%)	D
	Build	2030	42,505	7,693 (18.1%)	C

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**

See attached analysis

**Comments/Explanation/Details (attach additional sheets as necessary)**

See attached analysis

### **Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis**

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The proposed project would increase the traffic volumes along Mission Boulevard and the truck volumes would exceed the 8 percent threshold for POAQC. However, the future traffic volumes along Mission Boulevard are not projected to exceed the 125,000 average daily vehicles or the 10,000 daily truck traffic POAQC thresholds for new highway construction. In addition, there are no sensitive land uses located within the vicinity of the proposed project.
- ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. Based on the *Traffic Operations Analysis*, the proposed project would reduce the delay and improve the LOS at the intersections in the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables A and B.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: 2010 Without Project and 2010 With Project Intersection Levels of Service**

Intersection		Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Archibald Ave./Mission Blvd.	23.8 sec	C	19.5 sec	B	15.9 sec	B	15.1 sec	B
2.	Business Pkwy./Mission Blvd.	10.1 sec	B	15.2 sec	C	9.6 sec	A	12.6 sec	B
3.	Turner Ave./Mission Blvd.	9.9 sec	A	17.1 sec	C	4.7 sec	A	9.7 sec	A
4.	Sterling Ave./Mission Blvd.	9.9 sec	A	15.3 sec	C	9.4 sec	A	12.3 sec	B
5.	Haven Ave./Mission Blvd.	28.5 sec	C	32.2 sec	C	26.3 sec	C	29.9 sec	C

Delay = Average control delay.

**Table B: 2030 Without Project and 2030 With Project Intersection Levels of Service**

Intersection		Without Project				With Project			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	Archibald Ave./Mission Blvd.	<b>369.3 sec</b>	<b>F</b>	<b>358.1 sec</b>	<b>F</b>	23.6 sec	C	37.3 sec	D
2.	Business Pkwy./Mission Blvd.	12.5 sec	B	<b>39.2 sec</b>	<b>E</b>	11.3 sec	B	26.8 sec	D
3.	Turner Ave./Mission Blvd.	11.8 sec	B	<b>500.8 sec</b>	<b>F</b>	6.5 sec	A	16.5 sec	B
4.	Sterling Ave./Mission Blvd.	11.7 sec	B	<b>37.6 sec</b>	<b>E</b>	10.6 sec	B	22.9 sec	C
5.	Haven Ave./Mission Blvd.	<b>78.2 sec</b>	<b>E</b>	<b>109.8 sec</b>	<b>F</b>	<b>73.1 sec</b>	<b>E</b>	<b>107.6 sec</b>	<b>F</b>

**Bold/Italic** = Exceeds LOS standard

Delay = Average control delay.



<b>RTIP ID#</b> <i>(required)</i> LA0D399	
<b>Project Description</b> <i>(clearly describe project)</i> <p>The City of Industry, in cooperation with the City of Diamond Bar and Caltrans, proposes to construct a new interchange on SR-60 at Lemon Avenue in the City of Diamond Bar. The purpose of this project is to improve traffic operations by providing direct access to this area of rapid growth and development. This interchange location is based on a Freeway Agreement dated March 26, 1968, between Los Angeles County and Caltrans.</p> <p>The overall objectives of the proposed SR-60/Lemon Avenue interchange project are to</p> <ul style="list-style-type: none"> <li>• Implement road improvements consistent with the Circulation Elements of the Cities of Diamond Bar and Industry General Plans, and</li> <li>• Implement improvements that will enhance traffic operations and reduce existing traffic congestion on Lemon Avenue by improving the level of service (LOS), especially at the existing SR-60 ramp intersections.</li> </ul> <p><b>Alternative 2</b></p> <p>Alternative 2 would construct a half interchange, a westbound on-ramp from Lemon Avenue and an eastbound off-ramp over Lemon Avenue to Golden Springs Drive. The existing sound wall along eastbound SR-60 west of Lemon Avenue would be removed, and a new sound wall would be installed along the edge of the pavement on the eastbound off-ramp.</p> <p><b>Alternative 3</b></p> <p>Alternative 3 would construct a partial (three-legged) interchange: a westbound on-ramp, and eastbound off- and on-ramps at Lemon Avenue. It would also permanently remove the existing eastbound off- and on-ramps at Brea Canyon Road, and construct an auxiliary lane from the proposed eastbound on-ramp to the connector to southbound State Route 57 (SR-57). The existing sound wall along the eastbound SR-60 west of Lemon Avenue would be removed and new sound walls would be installed along the edge of the pavement on the eastbound off- and on-ramp</p> <p><b>Alternative 4</b></p> <p>Alternative 4 would construct a partial interchange at Lemon Avenue without removing the existing WB access from Brea Canyon Road. Alternative 4 is similar to Alternative 3, except that it would add a two-lane collector road between Lemon Avenue and Brea Canyon Road. The collector road, which would replace the existing westbound on-ramp from Brea Canyon Road, runs parallel to SR-60 on the north and would terminate at Lemon Avenue. This Alternative will also serve dual functions at the WB on-ramp from Brea Canyon Road and the WB off-ramp to Lemon Avenue.</p>	
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> New Interchange	
<b>County</b> Los Angeles	<b>Narrative Location/Route &amp; Postmiles</b> SR-60  <b>Caltrans Projects – EA#</b> IA07224100
<b>Lead Agency:</b> California Department of Transportation, District 7	

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Contact Person</b> Andrew Yoon	<b>Phone#</b> 213.897.6117	<b>Fax#</b> 213.897.1634	<b>Email</b> andrew_yoon@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> ( <i>check appropriate box</i> )				
<b>Categorical Exclusion (NEPA)</b>	<input checked="" type="checkbox"/> <b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>				
<b>End</b>				
<b>Project Purpose and Need (Summary):</b> ( <i>attach additional sheets as necessary</i> )  <p>The purpose of the proposed project is to construct an interchange at the SR-60 and Lemon Avenue in the City. The proposed project would improve traffic flow and reduce congestion at surrounding intersections that are currently used for freeway access and would improve safety in the area by improving the spacing of vehicles using the adjacent interchanges. Currently, there is no direct access to SR-60 at Lemon Avenue. Commuters access the freeway through adjacent interchanges at Fairway Drive (City of Industry) on the west, and Brea Canyon Road (City of Diamond Bar) on the east.</p>				
<b>Surrounding Land Use/Traffic Generators</b> ( <i>especially effect on diesel traffic</i> ) <p>The south side of SR-60 consists of residential land uses and light commercial structures. There are no major sources of diesel trucks on this side of the freeway. The north side of SR-60 within the project area consists of a mix of commercial, industrial, and residential uses. There are several warehouses along Lemon Avenue north of SR-60 that would use the proposed interchange.</p>				

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue North of SR-60	No Build	2010	11,890	1,043 (8.8%)	D
	Alt 2	2010	14,380	1,265 (8.8%)	D
	Alt 3	2010	15,200	1,338 (8.8%)	C
	Alt 4	2010	16,610	1,462 (8.8%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2010	11,890	1,046 (8.8%)	D
	Alt 2	2010	12,460	1,096 (8.8%)	C
	Alt 3	2010	20,050	1,764 (8.8%)	D
	Alt 4	2010	15,560	1,369 (8.8%)	C

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue North of SR-60	No Build	2030	13,240	1,165 (8.8%)	E
	Alt 2	2030	16,010	1,409 (8.8%)	D
	Alt 3	2030	16,930	1,490 (8.8%)	C
	Alt 4	2030	18,500	1,628 (8.8%)	D

Roadway	Alternative	Design Year	Total AADT	Truck AADT	LOS
Lemon Avenue between SR-60 and Golden Springs Drive	No Build	2030	13,240	1,165 (8.8%)	E
	Alt 2	2030	13,870	1,221 (8.8%)	C
	Alt 3	2030	22,330	1,965 (8.8%)	D
	Alt 4	2030	17,330	1,525 (8.8%)	C

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</b>					
<b>Roadway</b>	<b>Alternative</b>	<b>Design Year</b>	<b>Total AADT</b>	<b>Truck AADT</b>	<b>LOS</b>
Golden Springs Drive West of Lemon Avenue	No Build	2010	19,250	1,694 (8.8%)	F
	Alt 2	2010	18,320	1,612 (8.8%)	F
	Alt 3	2010	18,320	1,612 (8.8%)	F
	Alt 4	2010	15,875	1,397 (8.8%)	F

  

<b>Roadway</b>	<b>Alternative</b>	<b>Design Year</b>	<b>Total AADT</b>	<b>Truck AADT</b>	<b>LOS</b>
Golden Springs Drive East of Lemon Avenue	No Build	2010	18,480	1,626 (8.8%)	F
	Alt 2	2010	18,780	1,653 (8.8%)	F
	Alt 3	2010	25,780	2,269 (8.8%)	F
	Alt 4	2010	21,260	1,871 (8.8%)	F

  

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

<b>Roadway</b>	<b>Alternative</b>	<b>Design Year</b>	<b>Total AADT</b>	<b>Truck AADT</b>	<b>LOS</b>
Golden Springs Drive West of Lemon Avenue	No Build	2030	20,190	1,777 (8.8%)	F
	Alt 2	2030	20,160	1,774 (8.8%)	F
	Alt 3	2030	20,160	1,774 (8.8%)	F
	Alt 4	2030	16,650	1,465 (8.8%)	F

  

<b>Roadway</b>	<b>Alternative</b>	<b>Design Year</b>	<b>Total AADT</b>	<b>Truck AADT</b>	<b>LOS</b>
Golden Springs Drive East of Lemon Avenue	No Build	2030	20,170	1,775 (8.8%)	F
	Alt 2	2030	20,500	1,804 (8.8%)	F
	Alt 3	2030	28,140	2,476 (8.8%)	F
	Alt 4	2030	23,200	2,042 (8.8%)	F

  

**Describe potential traffic redistribution effects of congestion relief (impact on other facilities)**  
See attached analysis

  

**Comments/Explanation/Details (attach additional sheets as necessary)**  
See attached analysis

### Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>) Analysis

The proposed project is within a nonattainment area for federal PM<sub>2.5</sub> and PM<sub>10</sub> standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is an interchange construction project that does not increase the capacity of SR-60. This type of project improves freeway operations by reducing traffic congestion at existing interchanges and improving merge operations. Based on the Traffic Operations Analysis (Katz, Okitsu & Associates, October 2006) the proposed project would increase the traffic volumes along Lemon Avenue. However, the traffic volumes along Lemon Avenue would not exceed the 125,000 average daily trip threshold for a POAQC. In addition, although the percentage of truck traffic would exceed 8 percent (based on the existing truck percentage of 8.8 percent at the interchange of SR-60 and Nogales Street), the total truck average daily trips would remain below the 10,000 vehicle threshold for POAQC. The future traffic volumes along Lemon Avenue and Golden Springs Drive are shown in Table A.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables B and C.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM<sub>10</sub> or PM<sub>2.5</sub> violation.

**Table A: 2030 Average Daily Traffic Volumes (Truck Volumes)**

Roadway Link	Without Project Traffic Volumes	Alternative 2 Traffic Volumes	Alternative 3 Traffic Volumes	Alternative 4 Traffic Volumes
Lemon Avenue north of SR-60	13,240 (1,165)	16,010 (1,409)	16,930 (1,490)	18,500 (1,628)
Lemon Avenue between SR-60 and Golden Springs Drive	13,240 (1,165)	13,870 (1,221)	22,330 (1,965)	17,330 (1,525)
Golden Springs Drive west of Lemon Avenue	20,190 (1,777)	20,160 (1,774)	20,160 (1,774)	16,650 (1,465)
Golden Springs Drive east of Lemon Avenue	20,170 (1,775)	20,500 (1,804)	28,140 (2,476)	23,200 (2,042)

Source: Katz, Okitsu & Associates, October 2006.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

**Table B: 2030 AM Intersection Level of Service**

Study Intersection	Without Project		Alternative 2		Alternative 3		Alternative 4	
	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS
Lemon Avenue / Golden Springs Road*	0.849	D	0.878	D	0.833	D	0.737	C
Lemon Avenue / SR-60 WB Ramps	N/A	N/A	3.7	A	4.2	A	18.6	B
Lemon Avenue / SR-60 EB Ramps	N/A	N/A	N/A	N/A	19.8	B	20.2	B
Golden Springs Drive / SR-60 EB off-ramp	N/A	N/A	12.5	B	N/A	N/A	N/A	N/A

Source: Katz, Okitsu & Associates, October 2006.

Notes:

V/C = Volume/Capacity Ratio

Del/Veh = Delay per vehicle

N/A = Not included in this alternative

\* = Mitigated values of V/C and LOS for Alternatives 3 and 4

EB = eastbound

WB = westbound

**Table C: 2030 PM Intersection Level of Service**

Study Intersection	Without Project		Alternative 2		Alternative 3		Alternative 4	
	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS	V/C or Del/Veh	LOS
Lemon Avenue / Golden Springs Drive*	0.744	C	0.788	C	0.878	D	0.675	B
Lemon Avenue / SR-60 WB Ramps	N/A	N/A	2.2	A	2.3	A	21.0	C
Lemon Avenue / SR-60 EB Ramps	N/A	N/A	N/A	N/A	20.1	C	18.1	B
Golden Springs Drive / SR-60 EB off-ramp	N/A	N/A	11.3	B	N/A	N/A	N/A	N/A

Source: Katz, Okitsu & Associates, October 2006.

Notes:

V/C = Volume/Capacity Ratio

Del/Veh = Delay per vehicle

N/A = Not included in this alternative

\* = Mitigated values of V/C and LOS for Alternatives 3 and 4.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> LA0D73B				
<b>Project Description</b> <i>(clearly describe project)</i> The proposed project consists of reconfiguring the interchange at Carmenita Road and entails the following: <ul style="list-style-type: none"> <li>Re-aligning and widening the Route 5 from Alondra Boulevard to Shoemaker Avenue (includes pavement widening only and no additional lane will be striped as part of this project); and</li> <li>Reconstructing and widening the Carmenita Rd overcrossing structure from 1 lane to 3 through lanes and a double left-turn pocket in each direction.</li> </ul>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i> Reconfigure Existing Interchange				
<b>County</b> LA	<b>Narrative Location/Route &amp; Postmiles</b> In cities of Santa Fe Springs and Norwalk, along I-5 from PM 1.8 to PM 3.0  <b>Caltrans Projects – EA#</b> 2159C			
<b>Lead Agency:</b> Caltrans				
<b>Contact Person</b> Andrew Yoon	<b>Phone#</b> 213.897.6117	<b>Fax#</b> 213.897.1634	<b>Email</b> Andrew.Yoon@dot.ca.gov	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> X <b>PM10</b>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<input checked="" type="checkbox"/> <b>PS&amp;E or Construction</b>	<b>Other</b>
<b>Scheduled Date of Federal Action:</b> 7/23/07				
<b>Current Programming Dates</b> <i>as appropriate</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	12/29/00	3/29/02	6/1/04	8/26/08
<b>End</b>	3/29/02	5/5/08	06/30/08	12/12/12
<b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i>  <p>The existing Carmenita Road overcrossing (OC) consists of only one lane in each direction, which is inadequate to handle current traffic volumes. Additional traffic congestion occurs from an at-grade railroad crossing approximately 120 meters south of the OC structure. The existing ramps are short and hamper freeway operations resulting in traffic backups. These congestion problems are compounded by projected increases in traffic demand from population, housing and employment growth.</p> <p>The existing configurations of the freeway entrance and exit ramps at Carmenita Road are hook ramps, which have a high rate of traffic collisions. These collisions occur where the hook ramps end at the access roads adjacent to the freeway. The short hook ramps at Carmenita Road generate traffic backups on the freeway, which contribute to collisions at the end of a stopped lane of vehicles. In addition, Route 5 mainline in this stretch does not have adequate shoulder for cars to pull off to during an emergency.</p> <p>The proposed improvement will provide for the future horizontal clearance required for the addition of a minimum of two HOV lanes and two mixed flow lanes (for both directions) that will be proposed as part of the I-5 Corridor Improvement project. The proposed improvements to the Carmenita Road interchange will alleviate the congestion problems described above and will provide grade separation for the railroad crossing south of the freeway. The proposed realignment of the existing hook ramps will eliminate the safety hazards associated with them and improve freeway movement.</p>				

**Surrounding Land Use/Traffic Generators** (especially effect on diesel traffic)

The project site is located near the center of the flat Los Angeles Coastal Plain. Development radiates out from the freeway with few demarcations of city boundaries. Adjacent development is dense but land use patterns are suburban, including low-rise single family residential, strip commercial, and business parks. The freeway is bordered by commercial and light industrial uses.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

	Truck % AM (PM)	No-Build		Build	
		Pk Hr AM (PM)	LOS AM (PM)	Pk Hr AM (PM)	LOS AM (PM)
<b>NB Carmenita Road</b>					
N. of Excelsior Dr	5 (6)	1261 (1268)	D (D)	1401 (1446)	B (C)
S. of Firestone Stub	7 (6)	973 (881)	F (F)	1381 (1359)	--
<b>SB Carmenita Road</b>					
N. of Excelsior Dr	10 (8)	1125 (1177)	E (F)	1247 (1263)	B (B)
S. of Firestone Stub	8 (5)	796 (903)	E (D)	1145 (1274)	--

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

	Truck % AM (PM)	No-Build		Build	
		Pk Hr AM (PM)	LOS AM (PM)	Pk Hr AM (PM)	LOS AM (PM)
<b>NB Route 5</b>					
Mainline	10 (10)	5660 (5586)	E (E)	7934 (7829)	D (D)
Entrance Ramp	17 (5)	321 (553)	E (F)	466 (751)	C (C)
Exit Ramp	3 (8)	770 (665)	F (F)	750 (665)	B (C)
<b>SB Route 5</b>					
Mainline	10 (10)	4963 (4846)	D (D)	6957 (6793)	C (C)
Entrance Ramp	11 (6)	530 (475)	D (D)	677 (627)	B (B)
Exit Ramp	7 (7)	809 (721)	F (F)	583 (473)	C (C)

**Describe potential traffic redistribution effects of congestion relief** (impact on other facilities)

The project will essentially increase the roadway capacity, eliminate the train-vehicular conflicts on Carmenita Road and the new roadway configuration will significantly reduce the impacts on local traffic and will provide adequate queuing distances for all movements.



**Comments/Explanation/Details** *(attach additional sheets as necessary)*

The project provides for a replacement of an existing OC structure that lacks roadway capacity for the current and future projected traffic demands on Carmenita Road. The project proposes a interchange reconfiguration with future traffic less than the threshold of 125,000 ADT and 8% or 10,000 of diesel truck volumes. While a portion of the mainline I-5 is proposed to be widened from Alondra Bl to Shoemaker Ave, it will only result in a wider roadway and no new travel lanes are proposed to be added along the I-5 as part of this project. The number of travel lanes on I-5 will remain the same as existing while the that on the Carmenita Road will increase from 1 to 3 in each direction. The proposed Carmenita OC will also provide back-to-back double left-turn pockets in the median.

The project is currently in PS&E or design phase and a review by the TCWG in regard to PM2.5 conformity requirement is deemed necessary. Based on the fact that no additional lanes are proposed along the I-5 mainline, low number of trucks utilizing the Carmenita Rd OC, indicated land use, and low potential for increase in truck volumes between Build and No-Build alternatives, it is believed that this project would not be a project of air quality concern.